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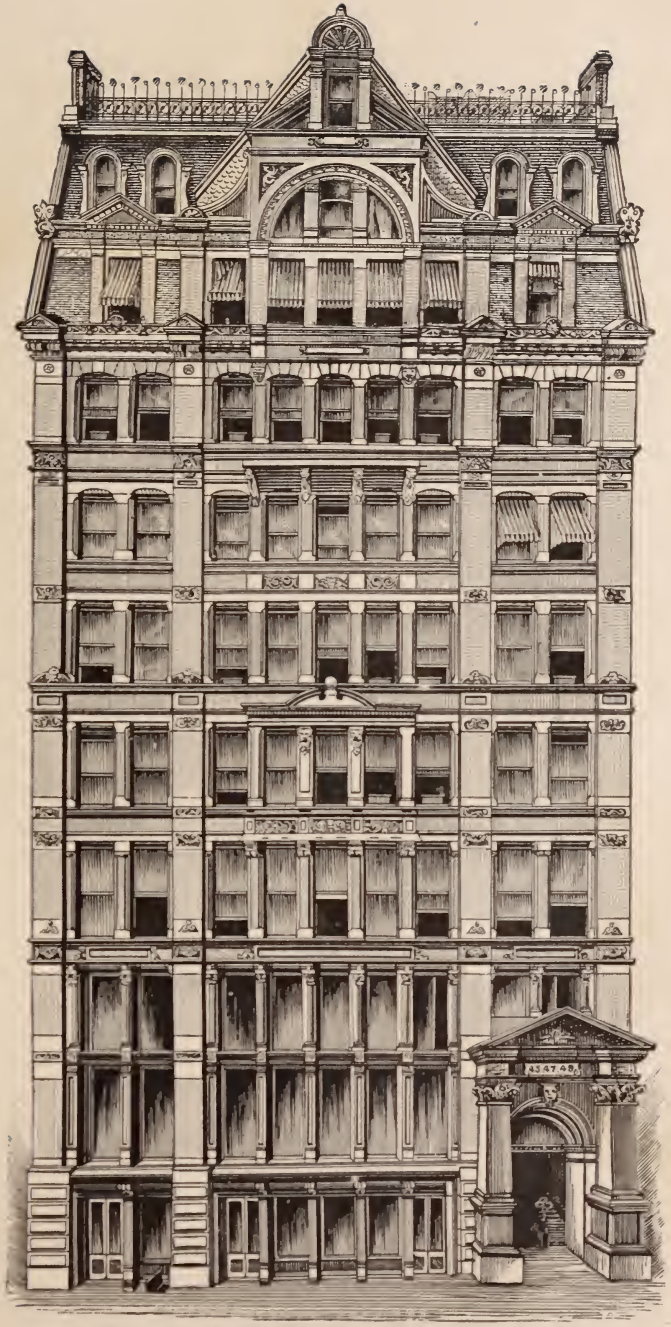

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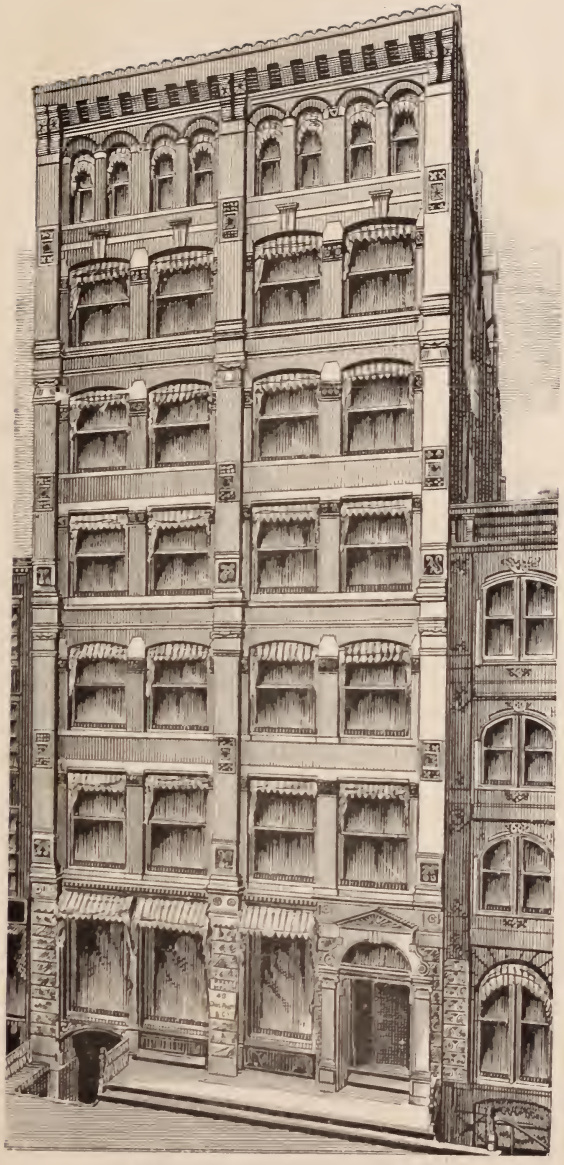

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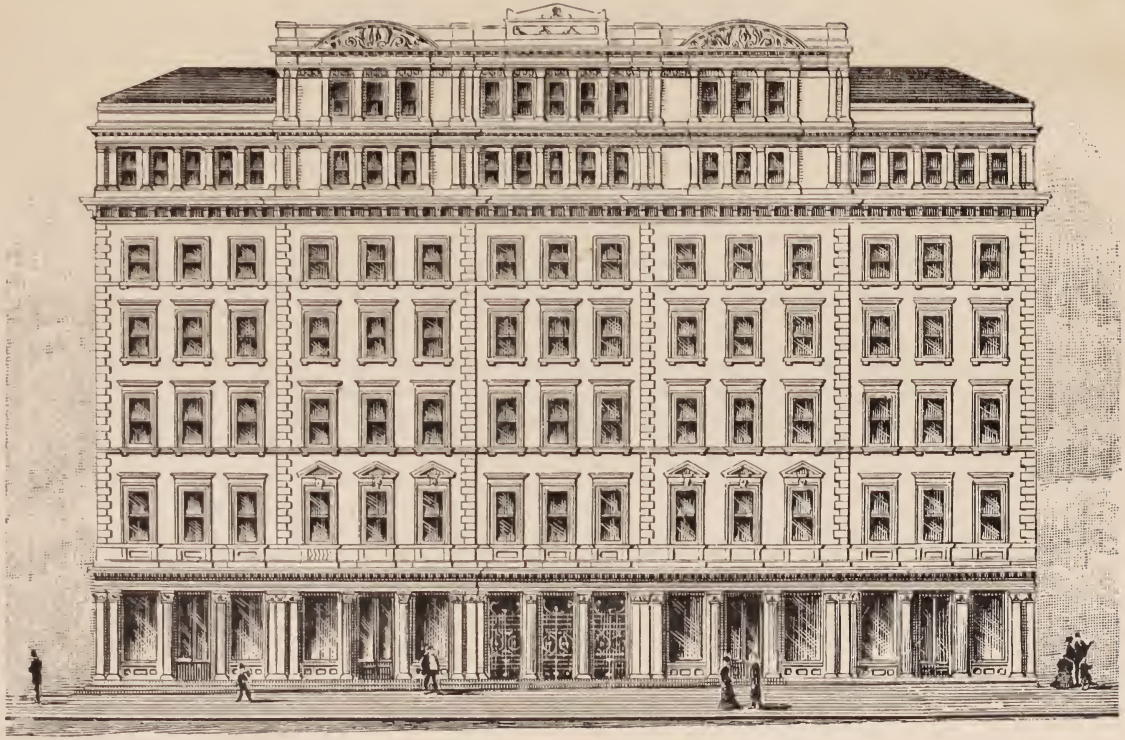

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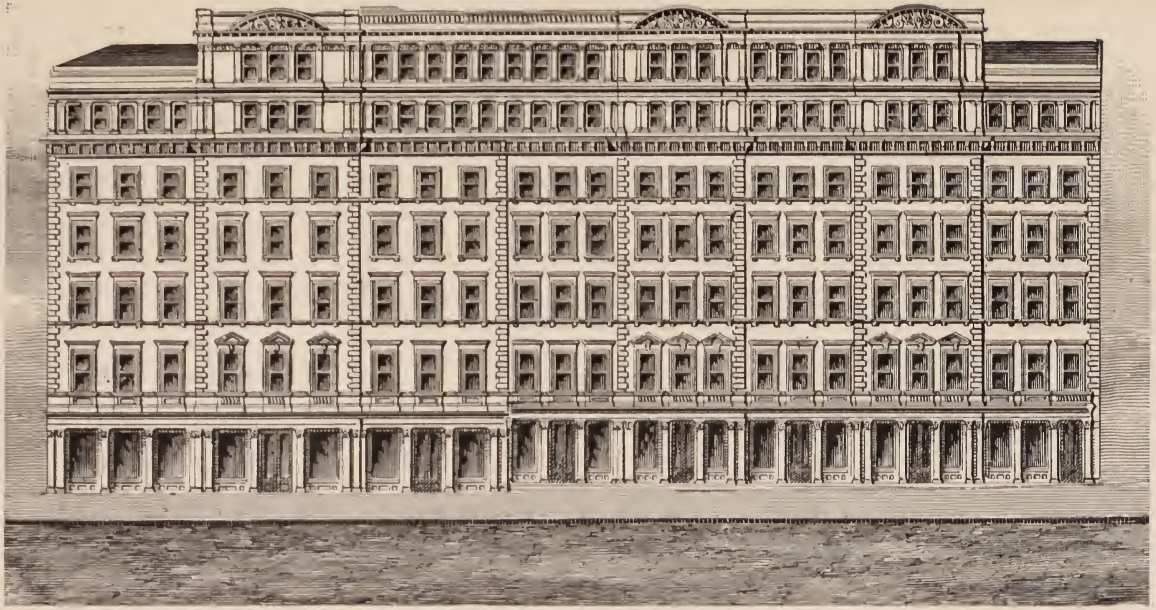

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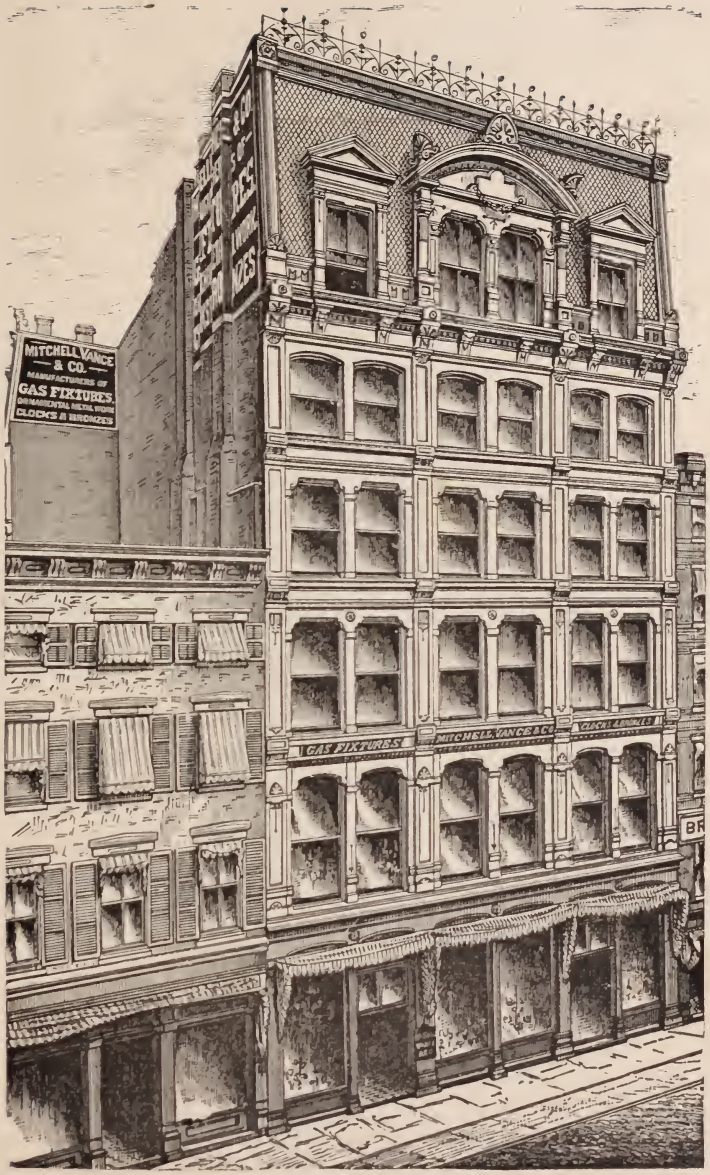

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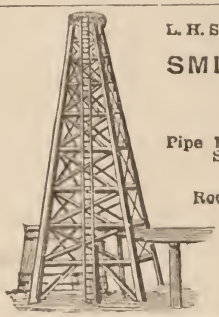

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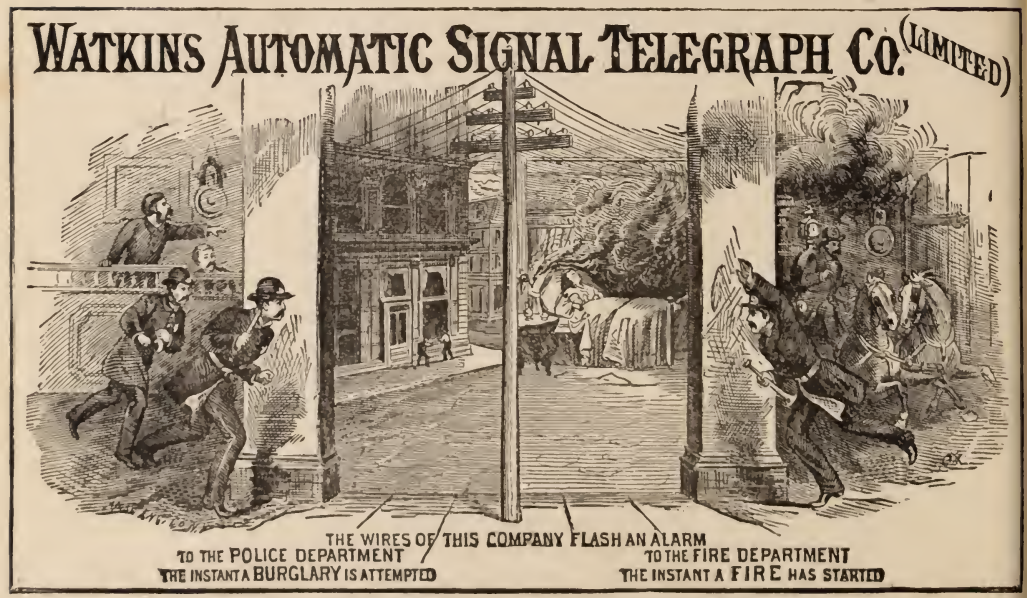

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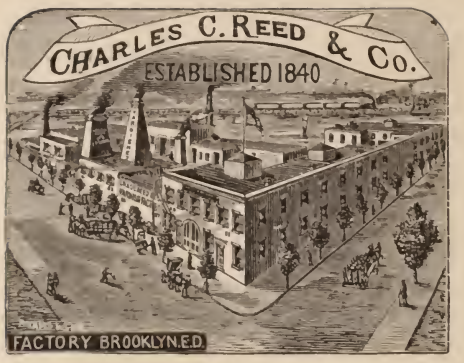

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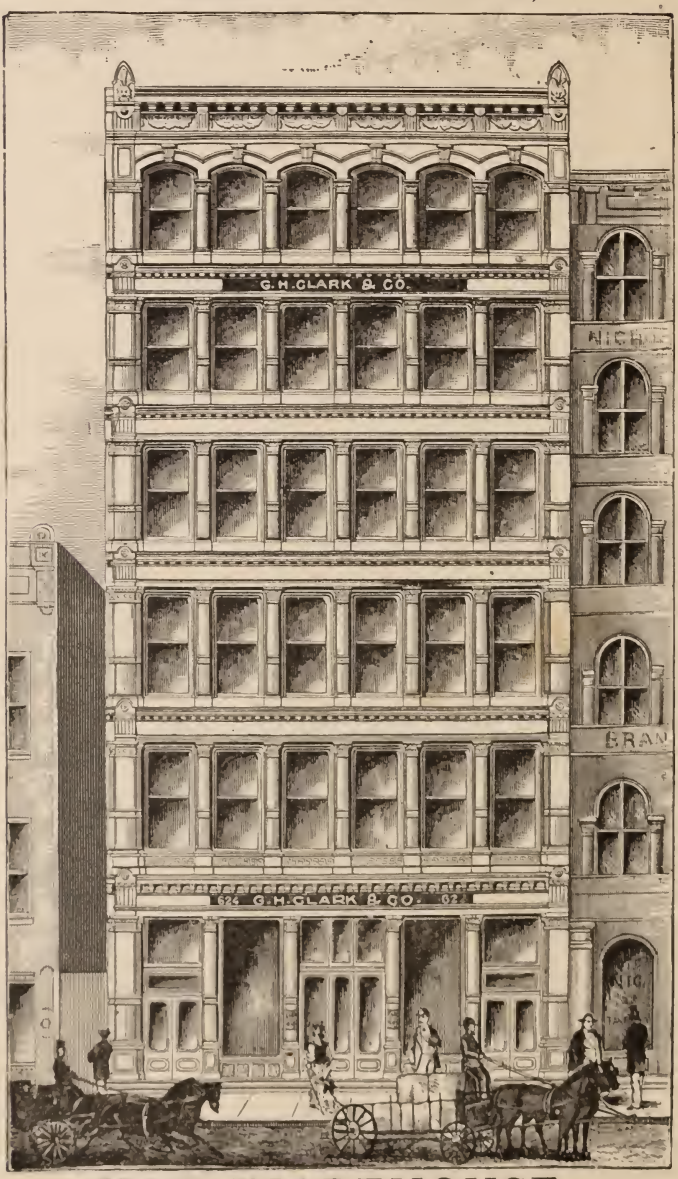

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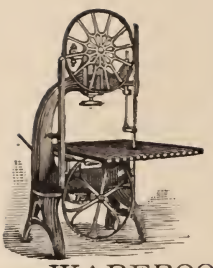

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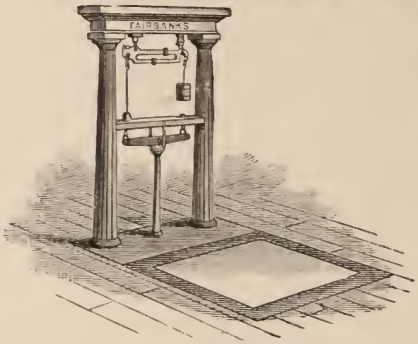

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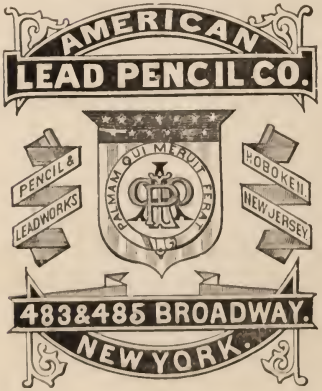

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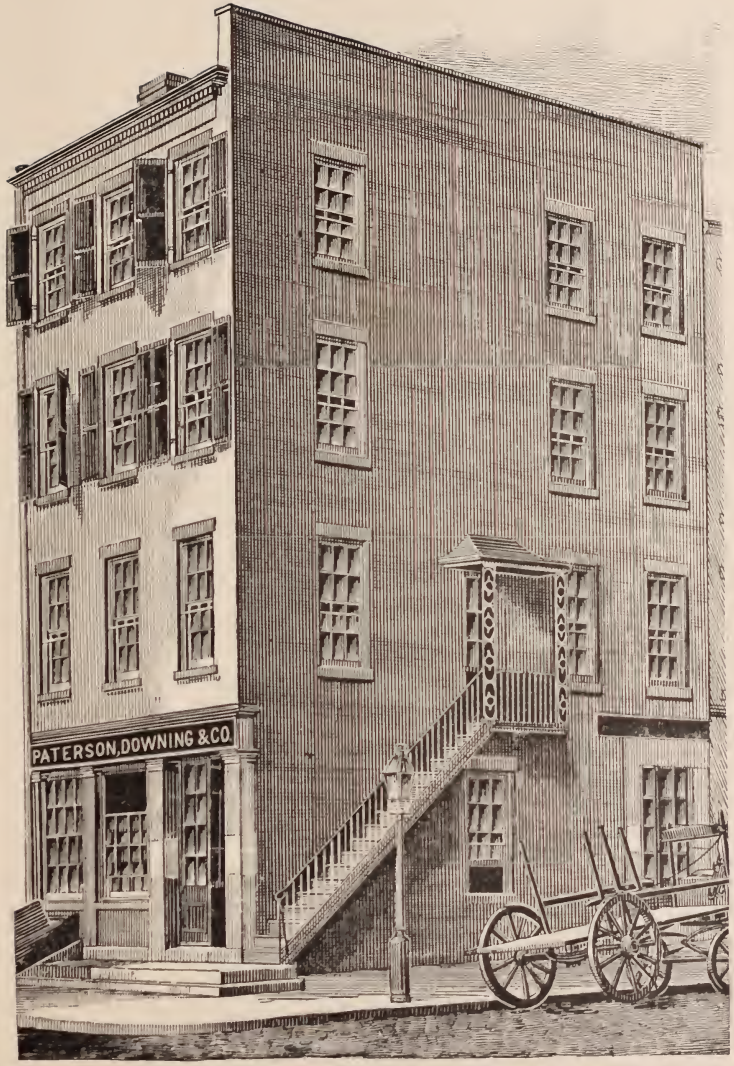

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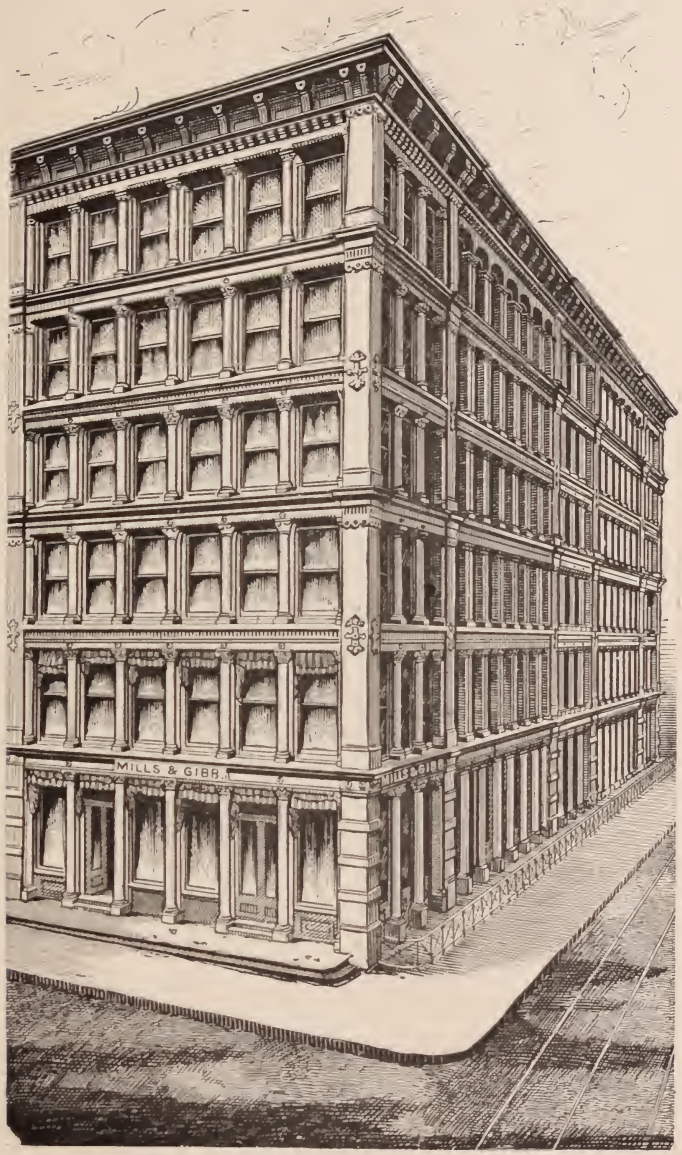

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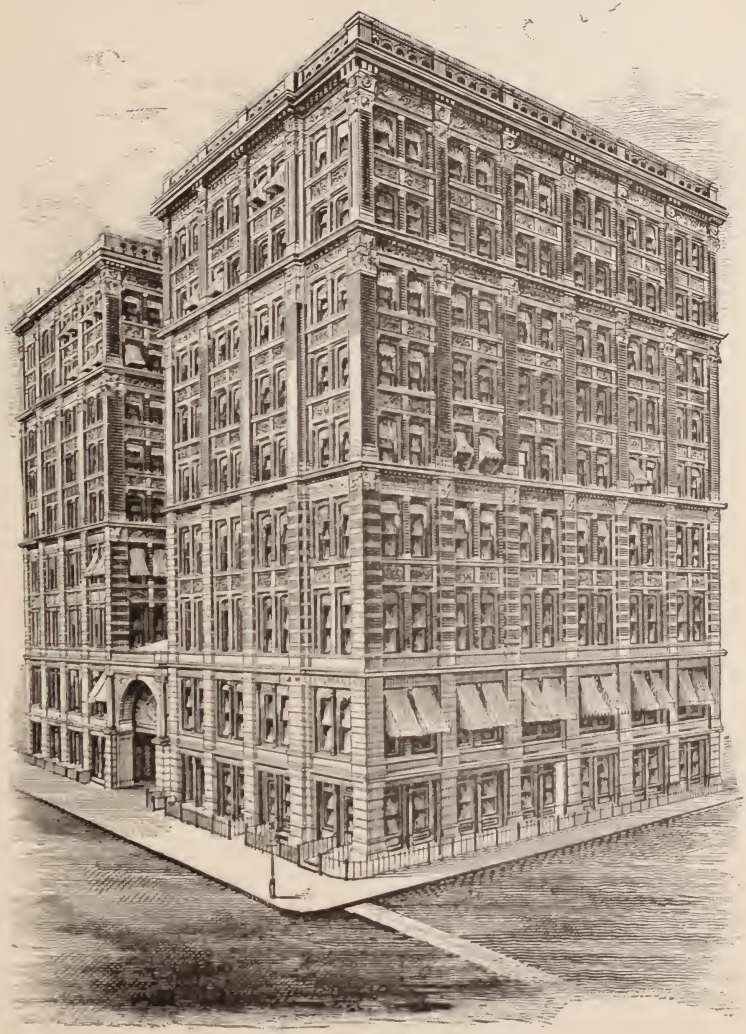

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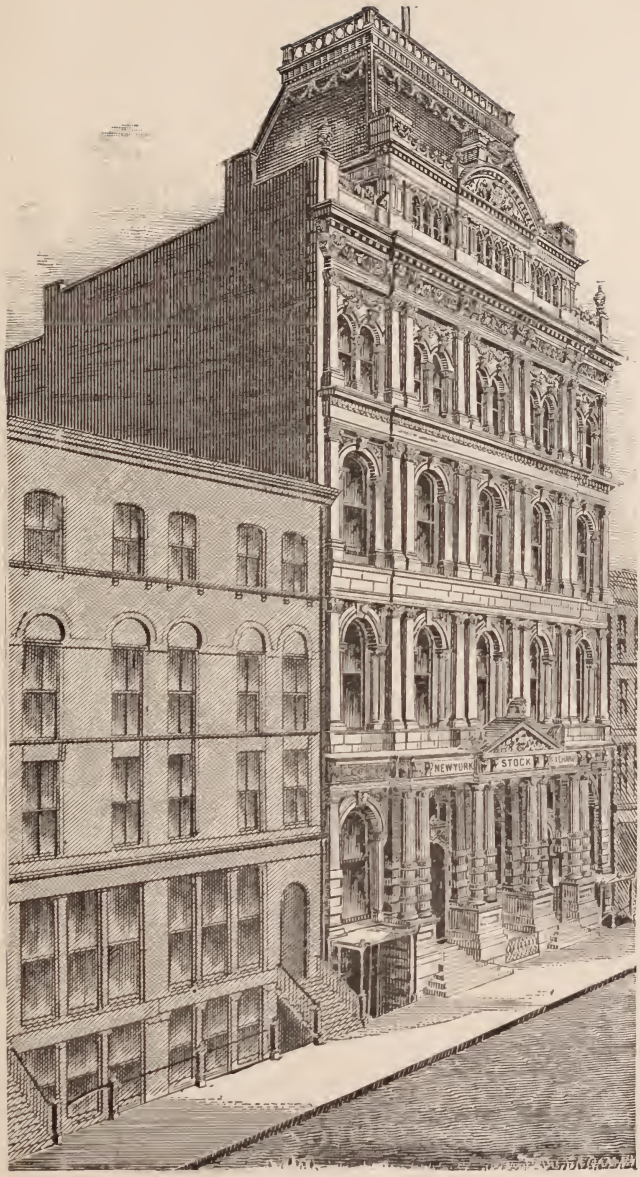

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NEW YORK CITY.

To the unreflecting mind it looks almost incredible that this great Empire City, with over a million of population, was founded a little more than two centuries ago.

In 1609 Hendric Hudson discovered Manhattan Island. The Island was then inhabited by a race of savages, and was an unreclaimed wilderness. In 1614 a company of Dutch traders obtained a charter from the States-General of Holland to trade with the people inhabiting the New Netherlands. It was some time after that a colony erected a few scattered dwellings near the present site of Battery Park, and christened the settlement New Amsterdam. This name it retained until the Dutch surrendered to the English in 1664, when the name was changed to New York, in honor of the Duke of York.

The whole Island was purchased from the Indians in 1624, for the sum of sixty guilders, which represents about twenty-four dollars. Not until after the Revolution did the city begin to increase perceptibly in population. Then the establishment of peace, and the dawn of the nation's liberty, gave an impetus to trade with foreign countries, and insured a steady growth of population.

The city is sixteen miles in length, extending from the Battery on the south to Yonkers City and Westchester County lines at the north, and varies in width from a few hundred yards on the southern front to four and a half miles at its widest parts, being about forty-one and a half square miles in area, or 26,560 acres, of which about nineteen square miles was annexed from the County of Westchester a few years ago. The first charter of the city was granted in 1686, by James II., king of England, and the second by George II., in 1730, which remained until 1827, when the Legislature of the State of New York granted another charter, which though variously amended, is still, in a limited degree, the basis of the existing law.

Its commercial supremacy makes it the depository and sales-room of the vast factories of New England and the Middle States. Its situation upon the Hudson, the great highway of the Empire State, early made the city the rendezvous of merchants and traders from far and near, the opening of the Erie Canal and the New York Central Railroad at grades but a little above tide-level, have been the means of pouring the products of our vast grain and grazing fields of the West in constantly increasing streams into our own and the markets of the world. With these advantages, and with nearly all other ports on the Atlantic seaboard practically cut off from our great factories of the East and the grain-growing and grazing fields of the West by the natural barriers of our mountain systems, almost or quite beyond competition, what wonder then, with such a harbor open to the ocean, that our metropolis is the commercial centre of the world.

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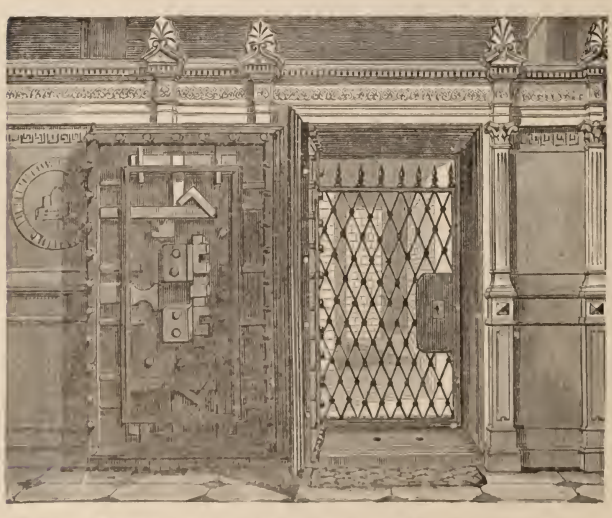

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Central Park is always a point of central attraction for visitors coming to New York. It is one of the most popular resorts of its kind in the world. It possesses attractions of such a varied character as to make its reputation a national one.

The length of the Park is about two and a half miles, from 59th street to 110th street, and about half a mile wide between Fifth and Eighth avenues, and contains 862 acres. The length of carriage-drives is about ten miles, the bridle-paths eight miles, and length of walks about thirty miles.

To see Central Park, to appreciate its kaleidoscopic beauties, would consume much unnecessary time and labor, if the visitor were not already familiar with the points of interest to see and how to see them. That this want may be supplied, the following places are noted as of especial interest:

The Gallery of Statuary and Art, Flower Gardens, Museum of Natural History on Eighth avenue, the Terrace, the Belvidere Tower, the Mall, where music may be enjoyed every Saturday afternoon if the weather is fine; here, also, may be seen the bronze statues of the Indian Hunter and Dog, the poets Halleck, Burns, Scott and Shakespeare; adjacent to the Mall are the Playgrounds and Carousel, marble arch, and the adjacent stone ballustered stairways, wonderfully wrought in animals, birds, vines and foliage; near the foot of the stairway is the lake and boat-landing; in the centre of the intervening court is the great bronze fountain.

Then, also, there are the statues of Humboldt, Morse, Moore, Mazzini and Webster. The Obelisk, as a matter of course, must be seen and admired. It stands near the 79th street and Fifth avenue entrance to the Park, and notwithstanding its great age and long journey, is as erect and symmetrical as a growing reed on the banks of the Nile. In fact it is a model of monumental architecture and proportion. The Metropolitan Museum of Art and the Sybil's Cave are but a short distance from the Obelisk. There are many attractions in the Park which we have not space to enumerate, the visitor will meet them at every turn, and should any desire, any of the numerous park-keepers will give the directions required.

RESERVOIR,
FIFTH AVENUE, 40TH AND 42D STREETS.

STREET CAR LINES.

Broadway and Broome Street.—From Broadway and Broome street, to Greene street, and thence by same route as Broadway and Barclay street line. Returns by same route. Last car leaves Central Park 11 P.M.; last car leaves Broome street 11.30 P.M.

Broadway and University Place.—From Broadway and Barclay street to Church street, to Canal street, to Greene street, to Clinton place, to University place, to Union square, to Broadway, to Seventh avenue, to 59th street, to Central Park. Returns by the same route to University place, to Wooster street, crosses Canal street to West Broadway, to College Place, to Barclay street, to starting point. Last car leaves Central Park 11 P.M.; last car leaves Barclay street 11.45 P.M.

Eighth Avenue.—From Broadway and Vesey street, to Church street, to Chambers street, to West Broadway, to Canal street, to Hudson street, to Eighth avenue, to Macomb's Dam. Returns by the same route to Chambers street, to Vesey street, to Broadway. This line runs every fifteen minutes all night.

Eighth Avenue, Broadway and Canal Street.—From Broadway and Canal street, to Hudson street, thence up and down same route as Eighth avenue line, returning to Canal street and Broadway. Last car leaves Broadway and Canal street at 11 P.M.; last car leaves 49th street depot at 10.30 P.M.

Fourth Avenue.—From Broadway opposite Astor House, through Park Row to Centre street, to Grand street, to Bowery, to Fourth avenue, to Grand Central Depot, up Madison avenue to 86th street. Every third car continues through 32d street, to Lexington avenue, to 34th street, to Hunter's Point Ferry. Returns by same route to Broome street, to Centre street, to starting point. Last car leaves Astor House 12 P.M.; last car leaves 34th street depot 11 P.M.

Ninth Avenue.—From Broadway and Fulton street, to Greenwich street, to Ninth avenue, to 54th street. Returns by the same route to Washington street, to Fulton street, to Broadway. Last car leaves Broadway corner of Fulton street 10 P.M.; last car leaves 54th street depot 9 P.M.

Second Avenue.—From foot of Peck Slip, South street, through Oliver street to Bowery, to Grand street, to Christie street, to East Houston street, to Second avenue, to 128th street, Harlem. Returns by Second avenue to 23d street, to First avenue, to East Houston street, to Bowery, to Chatham street, to Pearl street, to starting point. Also from Broadway at Astor place, to Stuyvesant street, to Second avenue, to 92d street, to East River. Returns by same route. Cars run from Peck Slip all night. Cars run from 63d street all night. Last car leaves Harlem 1 A.M.; last car leaves 63d street for Harlem 12.30 A.M. This line runs also to Broadway *via* Worth street.

WELLES BUILDING,
18 Broadway.

STREET CAR LINES—Continued.

Seventh Avenue.—From Broadway and Park Place to Church street, to Canal street, to Sullivan street, to Amity street, to Macdougal street, to Clinton place, to Greenwich avenue, to Seventh avenue, to 59th street and Central Park. Returns by same route to Sullivan street, to West Broadway, to College place, to Barclay street, to Broadway. Last car leaves Central Park at 10.30 P.M.; last car leaves Broadway at 11.15 P. M.

Sixth Avenue.—From Broadway and Vesey street, to Church street, to Chambers street, to West Broadway, to Canal street, to Varick street, to Carmine street, to Sixth avenue, to 59th street and Central Park. Returns by the same route to West Broadway, to College Place, to Vesey street, to corner of Broadway. Runs all night.

Sixth Avenue, Broadway and Canal Street.—From Broadway and Canal street, to Varick street, thence by same route as Sixth avenue line. Returns by same route. Last car leaves 43d street depot at 10.15 P.M.; last car leaves Broadway and Canal street at 10.50 P.M.

Third Avenue.—From Broadway opposite Astor House, through Park Row to Chatham street, to Bowery, to Third avenue, to 65th street, thence to Harlem. Returns by same route. Also from Broadway opposite Astor House, to Grand Central Depot. Also to Broadway and Worth street. Cars on this line run all night.

STAGE LINES.

Broadway, Twenty-third Street and Ninth Avenue Line.—Leaves South Ferry, through Broadway to 23d street, through 23d street to Ninth avenue, up Ninth avenue to 30th street. Returns same route. Fare five cents.

Broadway and Fifth Avenue Line.—Leaves Fulton Ferry, through Fulton street, to Broadway, to 14th street, to Fifth avenue, to 47th street. Returns same route. Fare five cents.

Madison Avenue Line.—Leaves Wall Street Ferry, through Wall street to Broadway, to 23d street, to Madison avenue, to 42d street, Grand Central Depot. Returns same route. Fare five cents. These stages do not run Sundays or after midnight.

FERRIES.

Astoria, foot East 92d street.
Brooklyn, Catherine Slip to Main street.
Brooklyn, foot of Fulton to Fulton street.
Brooklyn, foot of Wall street to Montague street.
Brooklyn, foot of Whitehall street to Atlantic street and Hamilton avenue.
Brooklyn (E. D.), foot of Roosevelt street to Broadway.
Brooklyn (E. D.), foot of East Houston to Grand street.
Brooklyn (E. D.), foot of Grand street to Broadway.

THE COLONNADE HOTEL,
Nos. 31, 33, 35, 37 & 39 Lafayette Place.

FERRIES—Continued.

Communipaw, foot of Liberty street.
Greenpoint, foot of East 10th street.
Hamilton avenue, foot of Whitehall street to Atlantic Dock.
Harlem, foot of Pier 24, East River.
Hoboken, foot of Barclay street.
Hoboken, foot of Christopher street.
Hunter's Point, foot of East 34th street.
Hunter's Point, foot of James' Slip to Ferry street and foot of 7th street.
Jersey City, foot of Courtlandt street to Exchange place.
Jersey City, foot of Desbrosses street to Exchange place.
Jersey City, foot of West 23d street to Pavonia ave.
Jersey City, foot of Chambers street, North River, to Pavonia avenue.
Mott Haven, Pier 22, East River.
Staten Island (Tompkinsville, Stapleton and Vanderbilt Landing), foot of Whitehall street.
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½ "	¼ Miles		" Fulton st.
¾ "	½ "		" City Hall.
1 "	¾ "	½ Miles	" L'nard st.
1¼ "	1 "	¾ "	" Canal st.
1½ "	1¼ "	1 "	" Spring st.
1¾ "	1½ "	1¼ "	" E. Hous'n
2 "	1¾ "	1½ "	" E. 4th st.
2¼ "	2 "	1¾ "	" E. 9th st.
2½ "	2¼ "	2 "	" E. 14th st.
2¾ "	2½ "	2¼ "	" E. 19th st.
3 "	2¾ "	2½ "	" E. 24th st.
3¼ "	3 "	2¾ "	" E. 29th st.
3½ "	3¼ "	3 "	" E. 34th st.
3¾ "	3½ "	3¼ "	" E. 38th st.
4 "	3¾ "	3½ "	" E. 44th st.
4¼ "	4 "	3¾ "	" E. 49th st.
4½ "	4¼ "	4 "	" E. 54th st.
4¾ "	4½ "	4¼ "	" E. 58th st.
5 "	4¾ "	4½ "	" E. 63d st.
5¼ "	5 "	4¾ "	" E. 68th st.
5½ "	5¼ "	5 "	" E. 73d st.
5¾ "	5½ "	5¼ "	" E. 78th st.
6 "	5¾ "	5½ "	" E. 83d st.
6¼ "	6 "	5¾ "	" E. 88th st.
6½ "	6¼ "	6 "	" E. 93d st.
6¾ "	6½ "	6¼ "	" E. 97th st.
7 "	6¾ "	6½ "	" E. 102d st.
7¼ "	7 "	6¾ "	" E. 107th st.
7½ "	7¼ "	7 "	" E. 112th st.
7¾ "	7½ "	7¼ "	" E. 117th st.
8 "	7¾ "	7½ "	" E. 121st st.
8¼ "	8 "	7¾ "	" E. 126th st.

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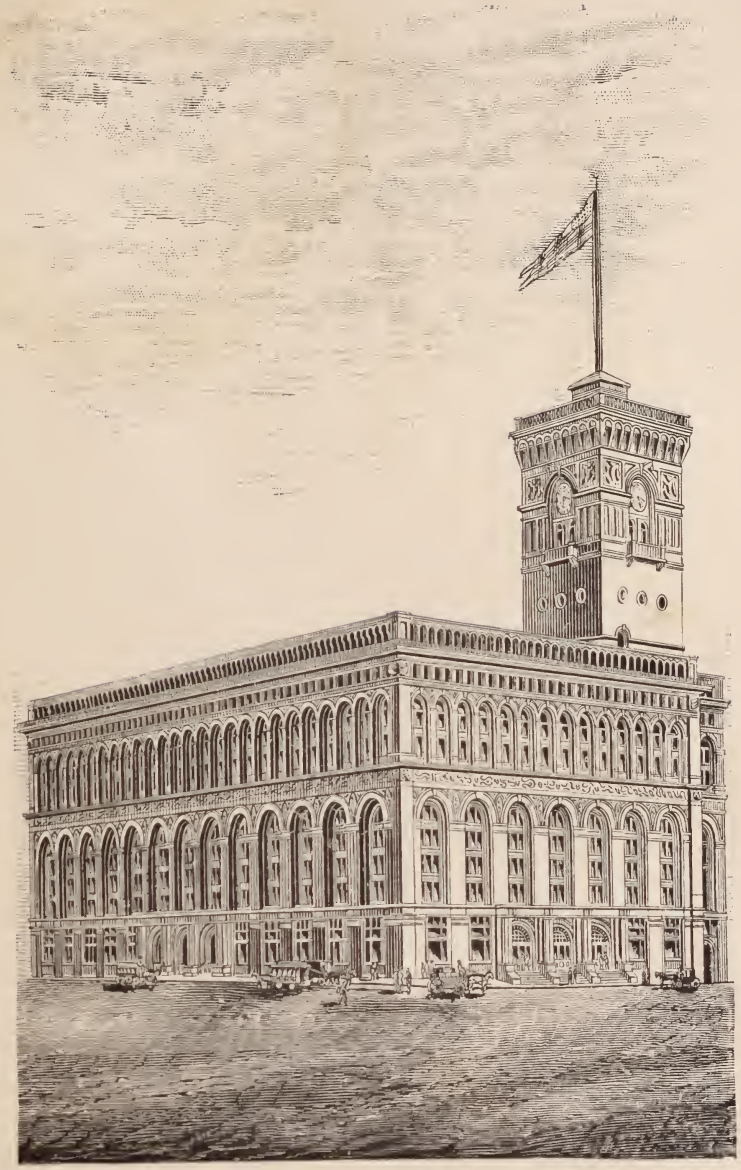

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